

VOL. LXXVI.—NO. 50.

THREAT OF WAR MADE PEACE

IMMINENT RUSSIAN INVASION

TAMED BULGARIA.

Maybe Germany Is Austria's Catapult This Time—Archduke Ferdinand a shadow on Europe—Riots in Prague—Young Turks in Peril—All Hoped.

Special Cable Despatches to THE SUN.

LONDON, Oct. 19.—The dramatic manner in which war was averted at the last moment, when the situation seemed hopeless, has now become known in diplomatic circles.

Bulgaria had both the desire and purpose to force a conflict if possible, and Turkey had begun regretfully to make preparations to meet the crisis. The general representations of the Powers in favor of peace had little effect at Sofia until Russia finally took decisive action. She notified Bulgaria that unless she instantly modified her attitude Russian troops would be sent, with Rumania's consent, through that country to invade Bulgaria from the north.

That saved the situation. Ferdinand's Government had no choice but to notify Turkey of her desire for peace, and to that end would yield her wishes on the railroad question and would negotiate conciliatingly on other matters. On receipt of this communication on Saturday Turkey promptly countermanded her orders for mobilization.

Austria also has now taken a more friendly attitude toward Turkey and has notified her that she prefers to negotiate with her direct on questions regarding Bosnia and Herzegovina. Turkey sympathizes with this suggestion and will inform the Powers of her desire that if a conference be held at all—and she no longer asks for one—it shall confine itself to Bulgaria's action and the question of compensation for that action.

The discussion of the conference problem continues between the Powers, but the desire to call one is diminishing in more than one important quarter.

The following may be regarded as a preliminary statement regarding Great Britain's attitude in the event of a conference.

Great Britain is determined to consent to nothing endangering the constitution or integrity of Turkey. The question of the Dardanelles will not be raised, it having, with Russia's consent, been adjourned sine die. Great Britain certainly would not agree to any proposal not meeting with Turkey's approval, and would resist any pressure on the Ottoman Government.

The future of Crete will not form part of the programme of the conference. It will be discussed by the four protecting Powers, but Great Britain will not consent to any proposal not approved by Turkey.

A news agency despatch states that Italy has signified its adherence to the plan of conference, a version of which, pronounced inaccurate by the British Foreign Office, was published in London and Paris the other day.

Berlin, Oct. 19.—Politicians are keenly discussing statements which are reliably attributed to Franz Ferdinand, heir to the Austro-Hungarian throne, who is known to have been the prime mover in the annexation of Bosnia and Herzegovina.

"It will test the value of Germany's friendship and our alliance with her," said the Archduke in effect when the annexation was being concocted. "If Germany supports us loyally Austria will remain true to the Austro-German alliance and will reciprocate the help she gives. But if she does not support us we must abandon this alliance. If we are driven by our own interests to take the latter step we shall easily be able to come to terms with the Western Powers and Russia, all of whom would be delighted to secure our friendship and cooperation."

It is believed that the conversations of which the foregoing is the kernel were intentionally allowed to reach Berlin, and coupled with Austria's energetic forward policy they are causing many apprehensions in responsible German circles.

These apprehensions are shared by many leading politicians. The Count zu Reventlow, a well known publicist, and Pan-Germanite, referring to the probability of Franz Ferdinand's succession to the throne in the comparatively near future, writes:

"It may be taken for granted that his policy will be more energetic than the Austrian policy in the past. It is impossible to say whether it will conform to Germany's interests, but it is clear that Austria will always desire Germany's support."

"While this is very satisfactory to us we must not allow ourselves to be led into errors nor in our desire to return Austria's friendship forget the limitations of the Dreibund treaty. We must remember that the Austrian policy only aims to serve Austrian interests, and as long as Germany loyally observes the stipulations of the treaty she has no reason whatever to regard all Austria's opponents as her opponents."

"Indeed there is no reason why she should not cooperate with the other Powers whenever it is likely to serve her own interests."

CONSTANTINOPLE, Oct. 19.—There was a special council of the Ministers this evening to discuss again the question of a conference. It is understood that the Government is now willing to negotiate with Austria regarding Bosnia and Herzegovina, leaving the question of Bulgaria to a conference if a conference meets.

The situation is altogether more hopeful to-day as regards foreign relations, but as if that does not support us in this direction domestic troubles are sprouting. These are fomented by reactionary Turks, who are taking every advantage of the international difficulties to try to thwart the success of the Constitution.

The lynching of the Greek "other day" was one of many incidents indicating reactionary intrigues, which, it is stated, are spreading and gaining strength daily. The Young Turk committee is now meeting at Salonica to devise means of combating reaction, which means, it is stated, it will take the form of strong military measures to insure order until

ARCHBOLD LETTER THIEVES

SOLD THEM TO HEARST FOR \$75,000, THEY SAY.

Aldrich and Penrose in the Heat of the Hatch Still Unread—Archbold Negro and Standard Oil White Employee Say They Did the Job in 1905.

The John D. Archbold Standard Oil letters involving Senator Forsaker, Congressman Sibley and others which W. R. Hearst has read in public recently were stolen from the Archbold files in 1904 by a negro employed in Mr. Archbold's office and sold by him to the Hearst papers through a white man, a confidential messenger of the Standard Oil Company, according to an article in Collier's Weekly for October 24. The negro and the white man are said to have made a trifle more than \$12,000 out of the deal. The white man in his interview with the writer for Collier's hints that the best of the letters are yet to be used and that some of those held in reserve have to do with Senators Aldrich and Penrose.

The article is headed "Mr. Hearst's Thieves" and is written by Arthur H. Gleason. One of the men who, according to Mr. Gleason's story, got the letters for Mr. Hearst was William W. Winfield, a negro file clerk, messenger and door-tender in Mr. Archbold's office and step-son of Mr. Archbold's butler, James N. Wilkins, who has been with Mr. Archbold's family for twenty years. William Winfield's brother John is porter in the National Bank of Turkey. Winfield had been in the Standard Oil office for ten years when he was dropped in 1905.

The other man, Mr. Gleason says, was Charles Stump, in the Standard Oil office for six years when he too was dropped in 1905. Winfield is represented as furnishing the brains of the combination, while Stump was used by him as a white go-between to arrange the negotiations with the Hearst people.

The white man and the negro are represented as having played the races on Saturdays along in 1904 and thus having acquired an idea of what money would do. Just after the Presidential election of that year Winfield brought to Stump the first batch of the Archbold correspondence and soon Stump began making visits to the New York offices of the Hearst newspapers. These offices the Collier's article makes the natural market for such merchandise at that time because "The Treasurer of the Senate" was being compiled for the Hearst Cosmopolitan Magazine. But this material was of the sort which could be used with greater effect at another time and the letters were put away in a safe in the Hearst office.

Mr. Gleason quotes Charles Stump: "Mr. Hearst hasn't begun to read the best of the letters. He's beginning easy. Wait till you hear him read the Senator Penrose and the Senator Aldrich letters. Then there'll be a sensation. What's happening now is nothing. He hasn't the originals, you know. They were returned to the Standard Oil files. Photographic copies were made and those are the ones Hearst is using. He hasn't originals except a few Hanna letters, which may not come out at all. After the photographic copies were sold to the Hearst people, some of the letters were returned to Mr. Archbold by a friend of mine. Mr. Archbold had offered us a thousand dollars, but he didn't pay it after he got his hands on the letters."

Stump also is quoted as saying that after Mr. Hearst began reading the letters he wrote Mr. Hearst suggesting that Mr. Hearst might send him a little more money. He adds that nothing came of that letter.

Mr. Archbold discovered the theft early in 1905 and discharged Winfield and Stump. They already had cleaned up some \$12,000. A small part of this they invested in a saloon on the southeast corner of 134th street and Seventh avenue. The rest they blew in on the races and such. The two men are represented as close friends. Mr. Gleason says that "Baron" Wilkins, a brother of a negro whom they installed as manager of the saloon and who later bought them out, runs the Little Savoy at 253 West Thirty-fifth street, and with the crowd which frequents the Little Savoy Winfield and Stump spent their money.

Mr. Gleason quotes Winfield as saying to him on October 8, 1905, at 35 Washington street, Tarrytown, that he was mighty anxious to find Stump. "There'll be a big thing for him and for me too if I land him inside the month. After the next few weeks there'll be nothing doing. Stump, who Mr. Gleason says, is now a desk clerk on the third floor of the building occupied by Yale & Towne at Murray street and lives at 1086 DeKalb avenue, Brooklyn, thus talked to Mr. Gleason on October 8.

"What is there in it for me if I see Willie? This game of Archbold getting us to swear one of the letters was faked by Hearst so as to make it look as if the whole correspondence was a yellow Journal fake—I want to know the price for that. I want guarantee before I lose a job for that scheme. Anyway, I want to see \$25 before I talk it over with Willie."

Director Smith ordered Head Keeper Snyder and Keeper Phil Holmes to catch the zebu yesterday to see what had closed the eye. The bull zebu, who is pugnacious, started on the run for the men as soon as they entered the enclosure. Holmes made quick time over the fence into the next paddock and Snyder ran into the shelter house with the bull close second. He just had time to sprout through the rear door and close it. Holmes got back into the zebu yard and closed the front door on the bull.

The men succeeded in catching the female after the head keeper had got on the side of the damaged eye. Having roped and secured her to a stanchion, Snyder examined the swollen eye and discovered the point of the silver. He drew it out with forceps, much to the patient's relief.

POUREN GETS ANOTHER CHANCE

At Secretary Root's Instance to Show That He Is a Political Offender.

Jan Janoff Pouron, the Russian whom United States Commissioner Shields held for extradition on charges of murder, arson and robbery preferred by the Czar's Government, got another chance yesterday to fight for his freedom. At the request of Elihu Root, Secretary of State, Commissioner Shields has consented to reopen the case. The request of Secretary Root is based on certain affidavits put in by Pouron's counsel tending to show that the offences of the accused man are of a political character. The hearing will begin to-morrow.

SEE TO CLEVELAND AND THE PACIFIC COAST via West Shore R. R. 633 via New York Central, Oct. 20, 1908. Phone 6333 Madison, N. Y.

MIKADO RECEIVES SPERRY.

Who Hails Him a Cablegram From the President—Palace Luncheon.

Special Cable Despatch to THE SUN.

TOKIO, Oct. 20.—The Mikado gave an audience to-day to Rear Admiral Sperry and the Captains of the American fleet, together with their aides.

Subsequently the Americans were entertained at a luncheon in the Imperial Palace.

Admiral Sperry presented to the Emperor a cable message from President Roosevelt, to which the Mikado made a cordial reply.

EASTERN R. R. MEN FOR TAFT.

Heads of Organizations Give Candidate Assurances of United Support.

TRENTON, Oct. 19.—When Mr. Taft left New Brunswick to-day five union labor leaders boarded his train and assured him of the support of the railroad organizations in the East.

They rode on with Mr. Taft to this city. These men were F. F. Vickery of the Order of Railway Conductors, J. S. Buck of the Pennsylvania Railroad Employees Association, A. F. Stackhouse of the Order of Railroad Conductors on the Lackawanna road, J. F. Conway, chairman of the legislative board of the Order of Locomotive Engineers, and Ben E. Chapin of New York of the Order of Railway Conductors. Chapin, acting as spokesman for the others, said:

"There is no doubt that the railroad employees of the East will support Judge Taft unitedly. They believe in him. The great railroad brotherhoods are unalterably opposed to Mr. Bryan's personal views on government ownership of railroads and our men are with Judge Taft in his opposition to that theory."

"We believe, furthermore, that Judge Taft was right in his injunction record. The principles he laid down in his decisions have been incorporated in the constitution of the Order of Locomotive Engineers and in the constitutions of all the other large railroad train serving organizations."

KING TO ANNOUNCE BETHROTHAL.

Attributed to Wed Miss Elkins in December—Italian Warships Coming.

Special Cable Despatch to THE SUN.

ROME, Oct. 19.—The King will announce the engagement of the Duke of the Abruzzi and Miss Katherine Elkins by means of a letter to Prime Minister Giolitti, who will communicate the news to the press. The announcement will not be made before the arrival of the Duke in America, which will probably be some time next month.

A squadron of three Italian battleships will sail from Spezzia for the United States about November 15, and from this circumstance it is deduced that the marriage will take place in December.

Court Jeweller Muzzy of Turin, it is stated, has received orders from several members of the royal family for wedding presents, which according to custom will be carried to America by the Duke. The Duke is still in Turin. He appears to be very cheerful, but he shuns publicity. He is rarely seen out, except at his meals, which he takes in a private room of a restaurant in company with an aide-de-camp. The publication of his book is imminent.

LYDD'S 9 TO 1 AGAINST BRYAN

Reported Insurance of \$500,000 for \$85,000 in Premiums.

Lloyd's Exchange of London, which will insure against anything from the ruining of crops by drought to the extra expense of twins, has, according to a statement issued last night by the Republican national committee, accepted risks from American business men amounting to \$500,000 to be paid if Bryan is elected in return for premiums amounting to about \$85,000. This amounts to odds of 9 to 1 against Bryan. If the statement is correct, Lloyd's is giving more than a fair rate of insurance in Wall Street and in the hotels you can't get more than three to one against Bryan, if you can get that.

"In taking such a risk," says the statement issued last night from the headquarters, "or making such a bet, Lloyd's has not acted in a wildly hazardous manner. It has based its transactions upon a most careful investigation of the sentiment among American voters and has received reports from confidential agents and astute politicians concerning the situation in every State in the Union. With those facts as a basis it has worked out a rate of insurance upon the loss liable to be occasioned by American business men by the selection of Bryan as President and upon his chances of election. The chances of Bryan's success, however, seem so small to Lloyd's agents that the rate has been made extremely low."

CREW ASHORE BY HAWSER.

After the Hestleyde Had Hurdled Two Reefs in the Cyclone of Oct. 1.

The crew of the British steamship Hestleyde, wrecked on Abaco Island in the cyclone of October 1, arrived here yesterday by the Red D liner Philadelphia from San Juan with the story of the freighter's mishap. The skipper had headed the ship into the blow, but her engines were not powerful enough to drive her forward. She made sternway and he put out both bows. They dragged and she might have swept her over reef. She hurdled another later and smashed broadside into the breakers.

A volunteer, Fireman Jack Thompson, made the shore with a line in his teeth and dragged to the beach the hawser on which the line had been bent. The rest of the crew and the skipper, who followed the tradition of being the last to leave his vessel, made their way to safety on the hawser.

The sea moderated the next day and a sailer swam back to the ship, which was full of water, and brought back a small boat that had not been damaged. The skipper made Nassau in the boat and brought back two small schooners. The men were taken to Nassau in one of the schooners. The skipper stayed at the island with the other to save what he could from the wreck.

LOOK AT DEWEY'S WINDOW TO-DAY

See what we serve in our Restaurant. A. T. Dewey & Sons Co., 130 Fulton St., New York.

FIRST OF BATTLE FLEET IN

ALABAMA FINISHES HER 36,000 MILE CRUISE.

Cracked Cylinder Will Lay Her Up Six Months, but for Speed She's No Cripple—Mainmast Cray at Being Back—And How about the Giant?

The battleship Alabama arrived in this harbor yesterday afternoon after a cruise of 36,000 miles around the world and came to anchor off Tompkinsville amid all kinds of noises. Harbor craft as soon as they spotted the battleship let loose with a will, aided by a salute from the scout cruiser Salem, in command of Commander Albert Key.

The Alabama looks as if she had just got ready for the start of the trip instead of coming back from her long jaunt. When one was told that she had a cracked starboard cylinder and would be laid up probably for six months it seemed incredible, but it was true. She was detached from the fleet and sent home with the Maine because it was feared she might delay the other voyagers.

Aboard of her it was almost impossible to get any one to talk cruise. From Capt. Ten Eyck De Witt Veeder to the veriest sailorhand they were all gone daft with the joy of being in New York harbor once more.

On deck, Splint, a dog, and Tab, a cat, forgot to mix things up and every sailor had a grin as he gazed aloft at the big 300 foot homeward bound pennant which was shaken out as the Alabama came through the Hook.

"We come home a cripple," said Capt. Veeder, "but in spite of that we did 293 knots to-day, a speed of twelve knots an hour, which is pretty good for a cripple. We left the Maine on October 9 off Portsmouth and, as with us, all were well aboard her."

The Alabama left Hampton Roads on December 18 last as a part of the battle fleet and accompanied the other fifteen ships to San Francisco. While rounding Cape Horn she cracked her starboard high pressure cylinder and it was decided to send her back along with the Maine, which is a big coal eater and a heavy expense to the fleet. The two battleships were detached as a special service squadron and on June 8 they sailed for the Philippines on their long route home.

The Alabama has been gone just 308 days and in that time has logged a little more than 36,000 miles. Stops were made at Honolulu, Guam, Ceylon, Port Said, Naples, Genoa, Gibraltar and the Azores, where she coaled at Ponta Delgada nine days ago.

"And maybe that wasn't the finest piece of coaling we ever did!" said a tar. "It meant home for us, and you can bet it's me for the Bowery just as quick as I can make it, Bo!"

"That was the way they all felt last night. If one passed up Capt. Veeder as a hopeless case of nerves one ran into Lieut. R. I. Curtin.

"Tell some of the interesting things about your trip," you would ask hopefully.

"Say, how it is, really, that the Giants lost? We got it by wireless, but was it really true?" was all you got for your question.

Then you would wander on to Lieut. Woods or Lieut. Bulmer, or perhaps Lieut. Cook or Lieut. Dowell. It didn't make any difference who. They were all too happy to get back to talk about serious things or about the cruise. As one of them put it:

"Say, you folks on land have been reading about fleets and cruises (or weeks, but we fellows have had damned little news and we are the ones to ask questions."

And ask them they did. One thing they didn't ask much about was politics. They are all Republicans in the navy just now, or if there are any Democrats they don't tell it out loud.

One thing that was discussed was the supposed crippled condition of the battleship. According to those aboard the cracking of a high pressure cylinder doesn't amount to a hill of beans, as was proved, they pointed out, by the Alabama's last day's run. The men point out that an appropriation of \$607,000 has been made by Congress for practically rebuilding the engine room. They profess to see in this a move to get union labor men work.

"Whether or not that's the real reason for our homecoming, we're all too glad to get back to care much," said one of the crew, "but I surely would like to know why a boat that did the speeding we have done is dubbed a cripple."

In fact, the officers and men feel sore over the question of being called a cripple, and the last request yelled over the side last night as the reporters put ashore was the cry:

"Tell 'em we're no cripple."

The Alabama will go to the Brooklyn navy yard to-day.

MAINE REACHES PORTSMOUTH.

Battleship Concludes Her Trip Around the Earth in Good Condition.

PORTSMOUTH, N. H., Oct. 19.—The battleship Maine, the second American warship of that class to circumnavigate the globe, ended a voyage of 32,392 miles in excellent condition here to-day.

It is 808 days since the Maine left Hampton Roads in company with other battleships for the voyage. The Maine and the Alabama were detached from the big fleet at San Francisco and sent home by way of the Suez Canal in advance of the others. This was due in the case of the Alabama to her engines, and in the case of the Maine to her limited steaming capacity.

The steaming radius of the Maine without refueling is limited to 3,700 miles. The engines of the Alabama, it is said, proved unequal to those of the other battleships and it was feared that she might retard the rest of the fleet if they broke down.

Interviewing the men on the incidents and other data of the trip was entirely superfluous, for any question was immediately answered by the production of a blue covered pamphlet published on board the ship giving the full history of the cruise of the Maine from the time the ship left Hampton Roads on December 18 to the finish of the run across the Atlantic.

WIND BLOWS CAR FROM TRACK.

Twelve Laborers Killed as Caboose Rolls Down Long Descender.

CHICAGO, Wyo., Oct. 19.—A caboose carrying laborers, and attached to a Union Pacific freight train, was blown from the track near Hermosa Junction to-night. Twelve men were killed outright and many others were injured.

The men had been at work below Hermosa Junction and were returning to the latter place when the accident occurred.

The wind had been strong all day and at sundown reached the velocity of a hurricane. The road crosses a deep cañon at the point where the way car turned over, and the caboose with its load of humans rolled down the steep declivity to the creek bed far below. A relief train was sent from Cheyenne.

BIGGEST SHIPS IN THE WORLD.

Titanic and Olympic Will Be 50 Feet Longer Than Mauretania.

The White Star liners Titanic and Olympic, according to announcement made yesterday by the officials of the line here, will be in commission on the New York, Plymouth, Cherbourg and Southampton service in about two years and will be the biggest and finest ships, although not the swiftest, in the world. They will be 850 feet long, or 70 feet longer than the Cunarder Mauretania, the biggest ship afloat, and will have a speed of about 22 knots in all kinds of weather, their gigantic size making it possible to defy even the fifty foot graybacks of the cyclonic season.

They will be of unusual depth and beam, to accommodate tremendous cargoes that will help to make them profitable. The line thinks apparently the problem of ocean transportation is to be solved by big and swift ships that can run almost anywhere except in very foul weather.

It was said that the new ships will exceed the Mauretania by 14,000 gross tons—which in itself represents a liner of good dimensions.

The keels of the Titanic and Olympic will be laid at the yards of Harland & Wolff in Belfast in January.

\$195,000 MISSING IN CUBA.

Government Money—Havana Internal Revenue Collector Arrested.

Special Cable Despatch to THE SUN.

HAVANA, Oct. 19.—Miguel de la Torre, Internal Revenue Collector for Havana Province, was arrested to-night on the charge of having embezzled \$195,000 Government funds.

WOMAN GETS FIRST FARM.

Miss May A. Meiser's First Name Drawn in Rosebud Lottery.

DALLAS, S. D., Oct. 19.—The first person's name to be drawn out of a list of 114,769 applicants for Rosebud farms was that of Miss May A. Meiser of Kennebec, S. D. She will receive the choice of 4,000 farms in Tripp county, which was opened to-day by lottery.

The names of those who registered for the land were contained in twenty-eight large iron cans and two little girls did the drawing. The second name to be drawn was that of Peter Swift, Ponca, Neb., while Nebraska scored again when the name of E. Hannon, Meadow Grove, Neb., was drawn third. Otto Snyder, Mitchell, S. D., was fourth; Jacob Edwards, Wichita, Kan., fifth, and Samuel L. Anderson, Albert City, La., sixth.

Miss Meiser, the winner of first choice, is 32 years of age. She lives on a farm about four miles from Kennebec. Her application was mailed from Presko, S. D.

"AMERICAN M. P." DEAD.

Sir John Henry Puleston Was a Friend of Lincoln and Often Spoke for the U. S.

Special Cable Despatch to THE SUN.

LONDON, Oct. 19.—Sir John Henry Puleston, who was formerly known as the "American member of the House of Commons" because of his intimacy with President Lincoln, died to-day.

From 1874 to 1882 he represented Devonport in the House of Commons and he frequently intervened in Parliament in affairs which threatened to disturb the good relations between Great Britain and the United States.

FRENCH NAVAL NEGLIGENCE.

Unpardonable, Votes the Chamber 558 to 1, and Minister Thomson Gets Out.

Special Cable Despatch to THE SUN.

PARIS, Oct. 19.—As a result of the Chamber of Deputies condemning the Ministry of Marine as being responsible for the explosion on board the battleship Jena at Toulon on March 12, 1907, M. Thomson, Minister of Marine, has resigned.

The recent debate on the disasters to naval vessels led to the appointment of a commission of inquiry and incidental to the bringing of Minister Delcasse into prominence as the commission's president. The commission dealt only with the explosion on the Jena, and after hearing a trenchant speech by M. Delcasse and M. Thomson's reply, the Chamber, by a vote of 558 to 1, passed a resolution ascribing the disaster to deplorable negligence.

Prime Minister Clemenceau then wanted to know if the censure included the Government. The Chamber finally by a vote of 315 to 122 expressed confidence in the Government, after which M. Thomson withdrew from the Cabinet.

Ferdinand Earle Not Indicted.

GOSEBURY, N. Y., Oct. 19.—The October Grand Jury completed its duties here to-day and handed in the list of indictments found. It failed to indict Ferdinand Pinney Earle of affinity fame, who was held on a charge of assaulting his wife. The Court at Monroe held Earle for the Grand Jury for assault in the second degree. Earle spent two days in the county jail here the latter part of August and was released on \$1,000 bail. The Earles are living together again at Monroe.

De Laney Nicoll Fined for Speeding.

YONKERS, Oct. 19.—De Laney Nicoll, ex-District Attorney of New York county, was fined \$25 in the police court to-day for exceeding the speed limit with his automobile yesterday. He admitted going twenty miles an hour and when asked what he had to say said with a smile: "Well, I've never been arrested before."

STONY WOLD IS IN DANGER

FOREST FIRES ARE NEARING CONSUMPTIVES' HOME.

Utica Firemen Sent by Train to Save the Buildings—The Situation in the Adirondacks More Desperate Than at Any Time During the Last Six Weeks.

UTICA, Oct. 19.—Stony Wold Sanatorium, near Lake Kushaqua, in the Adirondacks, is practically surrounded by forest fires to-night, and 175 men, women and children, including attendants, the patients all suffering from tuberculosis in more or less advanced stages, have been made ready to flee the place if the Adirondacks woodsmen, the railroad men, doctors and nurses who are fighting the flames in the timberland about the sanatorium find themselves unable to hold the fires in check until aid arrives from this city.

Thirty picked men from the Utica fire department, an engine, hose cart and 4,000 feet of hose are aboard a special train that left here at 7:30 o'clock to night over the Mohawk and Malone Railroad for Lake Kushaqua, 144 miles north of here, to save the Stony Wold Sanatorium from destruction.

Every regular passenger and freight train on the Mohawk and Malone division of the New York Central will be sidetracked to afford the special every facility to reach the scene where the aid of the Utica firemen is so urgently required. From here to Kushaqua it is nearly all up grade and it will require over four hours for the special to make the run. If the forces that are fighting the flames in the vicinity of the sanatorium are able to hold their ground until the Utica firemen and apparatus arrive the buildings composing the sanatorium will be saved.

At last reports to-night the situation in the neighborhood of the sanatorium was desperate, but not more alarming than at 6 o'clock this evening. The railroad company has two trains drawn up on a siding easily accessible to the sanatorium and is prepared to remove the patients to a place of safety if necessity arises.

The call for aid from this city came to Mayor Wheeler at 5:30 o'clock this afternoon from State Forest, Fish and Game Commissioner Whipple at Albany, who called Mayor Wheeler on the long distance telephone, explained the desperate condition of affairs in the Adirondacks and asked for immediate assistance from this city. It took Mayor Wheeler about two minutes to summon Commissioner of Public Safety Church and direct him to get things moving. Within an hour the men and apparatus were at the station, and another hour saw everything loaded and the special steaming northward.

THE SITUATION DESPERATE.

The forest fire situation in the Adirondacks to-night, especially in that section lying north of Utica, on the line of the Mohawk and Malone Railroad, is more desperate than at any time during the last six weeks, which period has witnessed some of the most destructive timber fires in the history of the Adirondacks. In the last twenty-four hours thousands of dollars worth of standing and cut timber have gone up in smoke and flame. A fire is sweeping around the shores of Dexter Lake near Santa Clara, destroying the valuable timber lands of the Brown Tract Lumber Company, including one million feet of hardwood logs.

Another fire is raging on the Everton tract between Santa Clara and St. Regis Falls and is sweeping everything before it. All men in Santa Clara and the vicinity were ordered out at 4 o'clock this morning. Several lumber contractors are already on the verge of ruin. A telephone message received from Lake Placid says that all residents, including professional men and merchants, have been ordered out by fire wardens. The fire there is around the shores of Lake Placid, threatening White Face Inn and sweeping up White Face Mountain. Another fire is raging near North Elba. In fact nearly all of the twenty-five miles of country between Lake Placid and Keene Centre is ablaze.

Lake Placid village is not in immediate danger, but the near approach of fire is alarming the people. Fire has reached within one hundred feet of Horsehoe and Childwood stations, but the presence of fire trains may save them. To-day fire reached large tracts of virgin timber land at Big Moose belonging to the International Paper Company, and 500 men are at work trying to save it. This property is valued at \$1,000,000. Marklook's Camp, on Wolf Pond, was destroyed last night.

INTERNATIONAL PAPER COMPANY'S MILL IN DANGER.